

design by him of a deep sea 7-ton ketch appeared in our August, 1929 number. This little vessel would undoubtedly be "man" enough to cross the Indian Ocean, but the cramped quarters would be very trying in the heat and during long spells of bad weather.

An estimate of £60 to £90 a ton would give some idea of the cost of building such a boat in this country, excluding the engine, but this must depend to a large extent on the design and specification.—ED.]

THE TWELVE FOOTERS

SIR,—H. B.'s views on the 12-ft. International Dinghy may have been true as she *was*, but these are the facts of the points mentioned, as she *is*.

The lug sail used with a wire luff bent on the improved gaff (i.e., spliced to keep the peak up in fresh winds), with non-stretching rope part on to a wire halliard, with a single purchase to the gaff and, more important still, a small rigging screw instead of a tack rope to avoid all stretching when once set

up, makes a perfect arrangement for a sail that will give the desired full luff and flat leech of a perfectly cut jib better than any other type of sail. Known performances prove that the combination of this sail and a well-formed boat built to the registered design make the fastest and most powerful sea-going and inland craft for her size yet known—and her utility partly lies in being just 12ft. and no more.

The ability to turn the boat in narrow waters with one strong sweep of the deep, pear-shaped rudder is well known, in fact, too well known, as the use of it in calms as a means of propulsion often leads to disqualification; it is, therefore, impossible for the 12-footer to be slow in stays or to get in irons as she sometimes will (in a gale of wind strangely enough) without being able at once to get out of the difficulty.

Non-elastic restrictions were the only real enemy of this class. Our slogan is: "Without mutilation of boat or sail, any member may do his utmost to improve this boat's efficiency."

DINGBAT

Obituary

CAPTAIN SYCAMORE

Yacht racing has lost a staunch supporter and a fine sailing master in the recent death of Captain Sycamore at Brightlingsea. His fame as a racing helmsman is world-wide and his handling of either a cup challenger or a local one-design was always that of skill born of courage, smartness, a wonderful quickness of eye and of brain and a certain daring which at times verged on genius. At the wheel of any yacht he commanded respect and admiration, and he was at the same time a shipmate for whom everyone held the

greatest affection. He began his racing career over fifty years ago in the Marquis of Ailsa's old 40-tonner Foxhound, which was followed in '74 by the famous Bloodhound. He was in the 40-raters Vendetta, Corsair and Carina as captain to Admiral the Hon. Victor Montagu, and in 1895 he steered the America's Cup challenger, Valkyrie III, for the Earl of Dunraven. Later he commanded Shamrock II, Namara, Mariquita, Westward, Paula III and, for Sir Thomas Lipton, the 23-metre Shamrock. His funeral took place on the day that the new Shamrock was launched.